

SECURITY INFORMATION
CENTRAL INTELLIGENCE AGENCY

REPORT

25X1

INFORMATION REPORT

CD NO.

COUNTRY USSR (Ukrainian SSR)

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DATE DISTR. 5 Feb. 1952

SUBJECT Airfields at Voroshilovgrad

NO. OF PAGES 4

PLACE
ACQUIREDNO. OF ENCLS. 2
(LISTED BELOW)

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DATE OF
INFO.SUPPLEMENT TO
REPORT NO.

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THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE
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Class. Changed To: TS S

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25 YEAR RE-REVIEW

CLASSIFICATION

STATE	#		NAVY		X	NSRB													
ARMY	#	X	AIR	#	X	FRI													

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1. An airfield, allegedly a civilian field, was on a plateau north of Voroshilovgrad (39°18' E/48° 35' N), Ukrainian SSR, west of a road leading north (see Annex 1). No runways were seen. Four four-story quarters and three or four hangars were at the field. Thirty to forty twin-engine aircraft and ten biplanes were stationed there.
2. Another airfield, allegedly a military field, was about 6 km southeast of the locomotive plant. There were three hangars and three four-story quarters. Five hundred PWs were reported to repair the hangars in August 1946. The field was occupied by biplanes and twin-engine aircraft.
3. A commercial airfield was northwest of the town. A fellow-PW who often drove to the field said that there were taxiways, runways, several solid hangars and buildings (modern installation). There was regular day and night flying with twin-engine commercial planes with single rudder assembly. Biplanes were also seen.
4. The military airfield on the southeast perimeter of the town had six large hangars, large, solid buildings and two steel parachute towers. No taxi or runways were seen. There was day flying with:
 - a. Twin-engine bombers with in-line engines, double rudder assembly, full-view cockpit

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- b. Single-engine fighters with in-line engine, similar to the Me-109. Flying was done individually and in formations of up to nine planes.
5. A steel tower, 20 to 25 meters high, was about 300 meters from the PW camp (Annex 2). Parachuting was practiced daily.
6. parachuting from twin-engine aircraft was seen over an airfield about 3 km southeast of the PW camp. About 16 parachutists would jump, one after the other.
7. The military airfield, about [redacted] of the [redacted] of the road to [redacted] (39° 30' N). A single-track [redacted] ran parallel to the road. The field was bordered by woods on the south and fields on the other sides.
8. The following buildings were in the south and southwest sections of the field:
 - a. Three hangars, each about 50x80 meters, with semi-circular roofs. Concrete aircraft parking sites which were connected with a very wide and about 2 km long concrete runway were in front of the hangars.
 - b. About eight occupied, three-story barracks buildings, each 30x90 meters, with camouflage paint.
 - c. Two three-story administration buildings, each about 30x50 meters.
9. The field was occupied by at least:
 - a. Thirty single-engine aircraft
 - b. Twenty twin-engine aircraft
10. A Soviet Air Force colonel was field commander.

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11. The military airfield was about 5 km southeast of the October-Revolution Plant. From the observed flying it was inferred that the field was occupied by biplanes and twin-engine Li-2s. There was day and night flying individually and in formations of up to 16 planes. Parachute jumps from Li-2s were also seen being made individually and in groups of up to 20.
12. The civilian airfield was about 3 km north-northwest of the town. Only Li-2 commercial planes were seen.
13. An airfield was about 2½ km northwest of the railroad station. Five hangars were seen there. The field was occupied by single and twin-engine aircraft with which individual and formation flying of up to nine planes was done.
14. A very large airfield was about 4 km southeast of the locomotive plant. Three long hangars with about 20 single- and twin-engine aircraft parked in front were seen. There was only flying with Li-2s, individually and in formations of up to nine planes. Parachuting was also practiced from these planes, three groups of five parachutists each jumping from each plane. The jumps were made very accurately and at regular intervals from an altitude of about 800 meters. The parachutes would open after an about 100-meter fall. The practices were made two or three times weekly for about three weeks. Flying was then stopped for three or four weeks and resumed for another three weeks.

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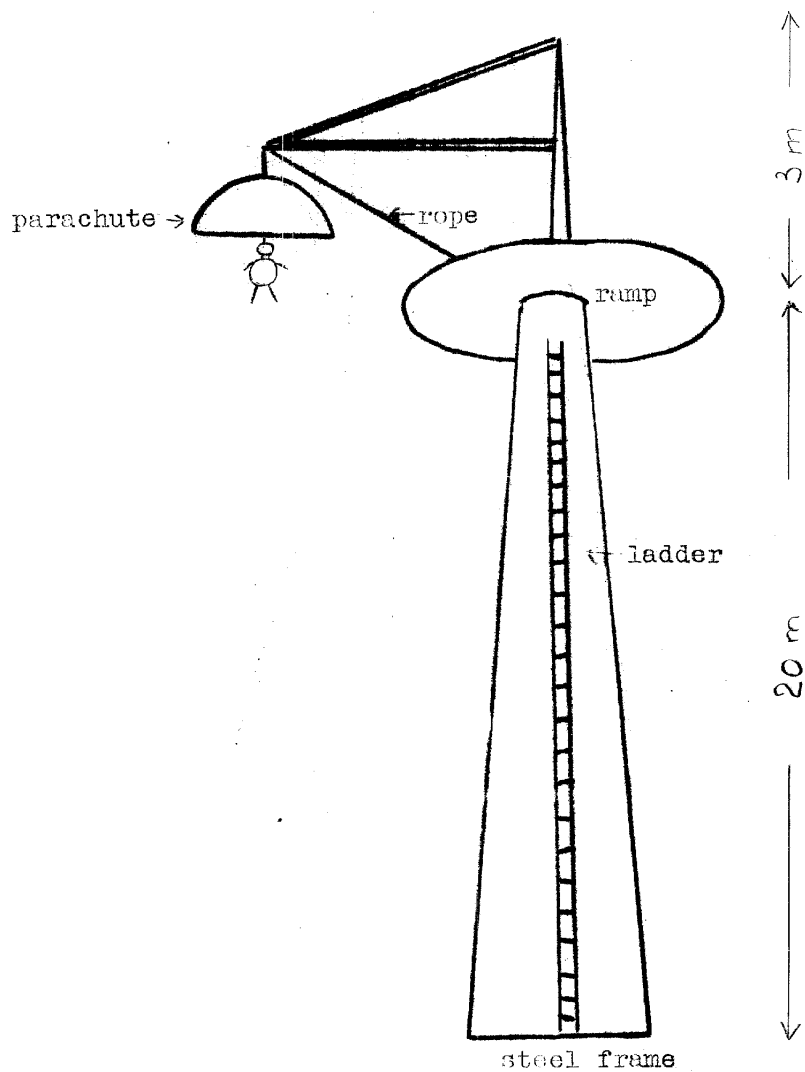
a. The reported location of both airfields, known from previous records and reports, is considered correct. The occupation of the fields has obvious-

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Parachute Tower at the Voroshilovgrad~~CONFIDENTIAL~~~~CONFIDENTIAL~~

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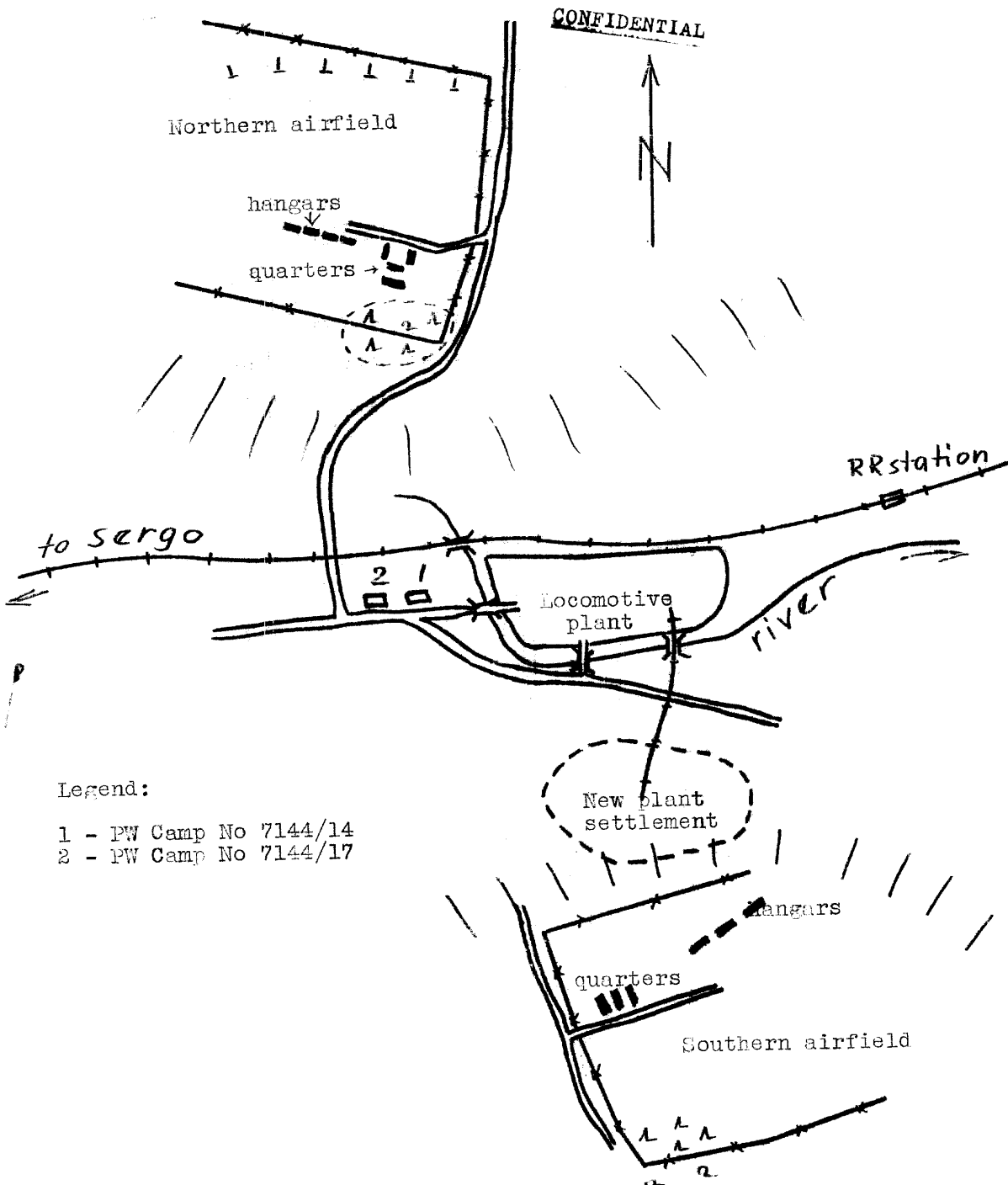
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observation
point

Voroshilovgrad Airfield



Legend:

- 1 - PW Camp No 7144/14
- 2 - PW Camp No 7144/17

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